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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Omsk Oblast)

REPORT

SUBJECT City of Omsk

DATE DISTR. 6 November 1958

NO. PAGES 7

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REFERENCES

DATE OF INFO.

PLACE & DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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report on the city of Omsk

Comments:

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1. Gorskaya-Vitka cannot be located in available references.
2. The city plan was drawn from memory; therefore, accuracy of installations could not be determined. However, wherever comparison was possible, most locations approximated those listed in available references.

Distribution of Attachments:

Army (2 copies for retention)
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STATE	X	ARMY	X	NAVY	X	AIR	15	FBI	AEC	ORR/Er	X
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CITY OF OMSK

Legend for Sketch of the City of Omsk /N 55-00, E 73-247

1. A group of fifteen plants which manufactured petroleum by-products. Construction of the factories was begun in 1945 and completed during the present (1955-1961) Five-Year Plan. Most of the construction work was done by convicts and political prisoners. MVD personnel were in charge of the security and a propusk was required in order to enter the plants. [redacted] petroleum was piped into the plants from the City of Ura (N 54-43, E 55-50) via two pipelines, 40 centimeters in diameter, which were laid approximately two meters underground.
2. A railroad branch line which serviced solely the above-mentioned plants. Half of this line was of recent construction. It connected with the Moscow-Vladivostok railroad line near the Moscow Railroad Station via another branch line (No. 105 on sketch).
3. Farmlands under experimental cultivation.
4. A highway, which began at ulitsa Lenina, passed through part of the city and continued on to outlying villages and kolkhozy.
5. A highway, which originated at Gospitalnaya ulitsa and passed through part of the city. Streetcar Line No. 3 ran along this highway.
6. Streetcar Lines Nos. 6 and 7, which led to the factories referred to in Point 1 above.
7. Omsk Radio Broadcasting Station. It was a relatively small, one-story brick building; large antennas had been installed on the grounds immediately surrounding the building and the entire area was encompassed by three barbed-wire fences and, presumably, guarded by special personnel.
8. Partizanskaya ulitsa.
9. Lesnaya ulitsa, which originated at Severnaya ulitsa (No. 22 on sketch) and proceeded in a northerly direction for a distance of 50 kilometers. Streetcar Lines Nos. 6 and 7 also ran along Lesnaya ulitsa.
10. Street called 36 Severnaya ulitsa.
11. Site of a power saw which was used in construction work.
12. Land, belonging to an experimental station, on which fruit trees were cultivated.
13. Irtyshsk River. (This river was navigable.)
14. A shipyard where river craft were constructed and repaired.
15. Two-story cottages used as summer resorts by government officials and CP leaders in Omsk.

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16. Institute of Agriculture.
17. Ammunition depots where all types of ammunition and weapons were stored. The MVD personnel in charge of the security of the depots wore no uniforms.
18. A branch railroad line extending from 4 Severnaya ulitsa to the river port. Some sidings branched off this line. (See numbers 23, 24, and 28 on sketch)
19. Military airfield used by students attending the Air Force Pilots School (No. 43 on sketch).
20. Highway called Sibirskaya-trak [sic]. This highway connected with the highway indicated as number 94 on sketch.
21. Market.
22. 4 Severnaya ulitsa. It is one of the main streets; a railroad line traverses its entire length.
23. Plant which manufactured accessory parts for tractors.
24. Plant in which pistons of all types were manufactured.
- 24d. Omsk General Hospital.
25. Institute of Finance.
26. Medical Institute.
27. Omsk Stadium.
28. Lumber mill equipped with mechanical saws.
29. Communist Party Headquarters. It was a large five-story brick building.
30. Omsk river port.
31. MVD club-house. This was a six-story building, the ground floor of which was used as a prison.
32. The print shop and editorial offices of the newspaper Pravda.
33. Hospital for contagious diseases.
34. Hospital for war invalids.
35. Terminal for streetcar lines No. 2 and No. 3 which ran along Gospitalnaya ulitsa.
36. Omsk Military Hospital.
37. A two-story building containing quarters for Militia Unit No. 1.
38. Coal dumps, which supplied the city and the power plant (No. 49 on sketch).
39. Brick-manufacturing plants.
40. A recently-constructed five-story plant in which radar apparatus for ships and aircraft were manufactured. The plant was enclosed by a three-meter-high concrete wall, and guarded by MVD forces. A railroad siding entered the plant area.

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41. Stockpiles of raw material, metal, and copper.
42. Moscow-Vladivostok railroad line.
43. School for Air Force pilots. (For training purposes, the students used the military airfield numbered 19 on sketch.)
44. Military cemetery called the Pilots' Cemetery.
45. Reception and waiting rooms for the Omsk civilian airport.
46. Omsk airport.
47. Radio station servicing the Omsk airport.
48. Bridge under construction. (The dotted line indicates the route of a projected streetcar line.)
49. Omsk power station operated by water from the Irtysh River.
50. Marine recreation club belonging to DOSAAF.
51. Moskovskaya ulitsa. Two streetcar tracks ran along its entire length.
52. Street referred to as '20 L.P.K.K. (significance of the letters not known) which extended to some unspecified remote villages.
53. Penal Colony No. 6, in which political prisoners and criminals serving 10-year sentences were confined.
54. Ulitsa Lermontova, originating in the center of the city and extending a considerable distance into the countryside; a double streetcar track, used by streetcars numbered 3, 4, 5, and 6, ran along part of this street.
55. Stockpiles of scrap iron.
56. Ulitsa Maslenikova. This street connected with the street referred to as '20 L.P.K.K.' (No. 52 on sketch), beyond the city limits. Two streetcar lines traversed this street.
57. Military Academy where infantry officers were trained.
59. Quarters for an infantry unit.
60. Street named 'The First of May'; two streetcar lines crossed the street.
61. Penal Colony No. 9, used as a hospital for prisoners of the entire area.
62. Stockpiles for coal and firewood.
63. Fuel dumps, referred to as Omskaya-Maftobaza; a railroad siding entered the area.
64. Railroad line, ~~Sibirskaya~~ Vitka [sic], which crossed the slaughterhouse (? No. 110) shortly before connecting with the Moscow-Vladivostok railroad line. From this line three branch lines led to plants numbered 78, 79, and 80 on sketch, (see below).
65. Newly constructed recreation park.
66. Administrative offices of the Omsk Railroad Directorate.

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67. Commissary supplying all the military units in Omsk.
68. An unidentified plant which manufactured aircraft parts. Since the parts were sent to Aircraft Motor Construction Plant No. 166 (No. 88 on sketch), source assumed they were motor parts.
69. A group of newly constructed buildings which included the Youth House, Komsomol quarters, and an apprentice school.
70. Stockpiles for coal and firewood. The raw material was transported via a railroad siding which crossed the dumps.
71. 12 Liniya ulitsa, origin for streetcar lines numbers 3, 4, 5, and 6.
72. Recreation park called "the Railroad Employees Park."
73. Military airfield. The airplanes constructed in plants indicated on sketch as numbers 68, 88, and 89 were tested on the field.
74. Granaries, consisting of eight storehouses, for storing grain for the entire province.
75. Warehouse for agricultural machinery.
76. Kirovsk Railroad Station.
77. Pier for loading and unloading agricultural products.
78. An unidentified machine construction plant.
79. Plant manufacturing electrical and precision apparatus for the airplane construction plants numbered 88 and 89 on sketch.
80. Storehouse for various products used in civilian industry. A railroad siding entered the storehouse.
81. Central garage for the airplane construction plants.
82. An old tank-training field.
83. Military garage (source did not know the unit to which it belonged).
84. Administrative offices for the aircraft construction plants.
85. Fire station.
86. Quarters for Army, tank, antiaircraft, and artillery units.
87. Transportnaya ulitsa.
88. Aircraft Motor Construction Plant No. 166. This plant, it was rumored, was constructing jet planes.
89. Aircraft Construction Plant No. 29 which manufactured all plane parts except motors, and assembled and finished the planes. A railroad siding entered the plant.
90. Runway via which finished planes were taken to the airfield for testing.

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91. Plant which manufactured wire(sic); the product, presumably, was of certain military use since it was sent to the plant manufacturing aircraft tires. (No. 92 on sketch).
92. Plant manufacturing aircraft tires.
93. Railroad repair shops.
94. Highway leading to the civilian airport. Highways numbered 20 and 100, and another unnumbered road leading to the military airfield (No. 19 on sketch) originated at this highway.
95. Important flour-mill. Large quantities of milled products were sent to the north (destination unknown) using river barges for transportation.
96. Tannery.
97. Plant manufacturing wooden railroad ties.
98. Two large iron bridges; one was constructed in 1935, the other was reconstructed for the second time in 1912(?) both were guarded day and night by MVD members.
99. Power station which supplied electric power to nearby factories and to other plants (for example the plants numbered 88, 89, 91, and 92 on sketch) which were in the Krybyshevskiy rayon.
100. Road leading to the main fuel dump (106 on sketch).
101. Plant No. 74, which manufactured armored tanks. The plant employed about 30,000 workers.
102. Ammunition Plant No. 515. It was modernized after World War II.
103. An unidentified market.
104. A pontoon bridge used by pedestrians and vehicles; it was opened to permit passage of ships.
105. Railroad branch line which originated at the Moscow-Vladivostok railroad line, and terminated at Plant No. 68. From this line a branch siding connected with railroad line No. 2; a short spur also diverged from this line to enter the Army coal and firewood dumps (No. 118 on sketch).
106. The main fuel dumps which supplied gasoline to the airfields numbered 19 and 46 on sketch.
107. Omsk Railroad Station.
108. Quarters for the MVD unit in charge of railroad security. Streetcar lines numbered 1, 2, 5, and 7 turned around behind this building.
109. Location of the Omsk Central Bakery with the numerical designation 1. A railroad siding entered the shop.
110. Slaughterhouse. A railroad line ran through the slaughterhouse.
111. Barn for streetcars.
112. Railroad loading and unloading platform. The freight consisted of tanks and ammunition from plants indicated on sketch by numbers 101 and 102.

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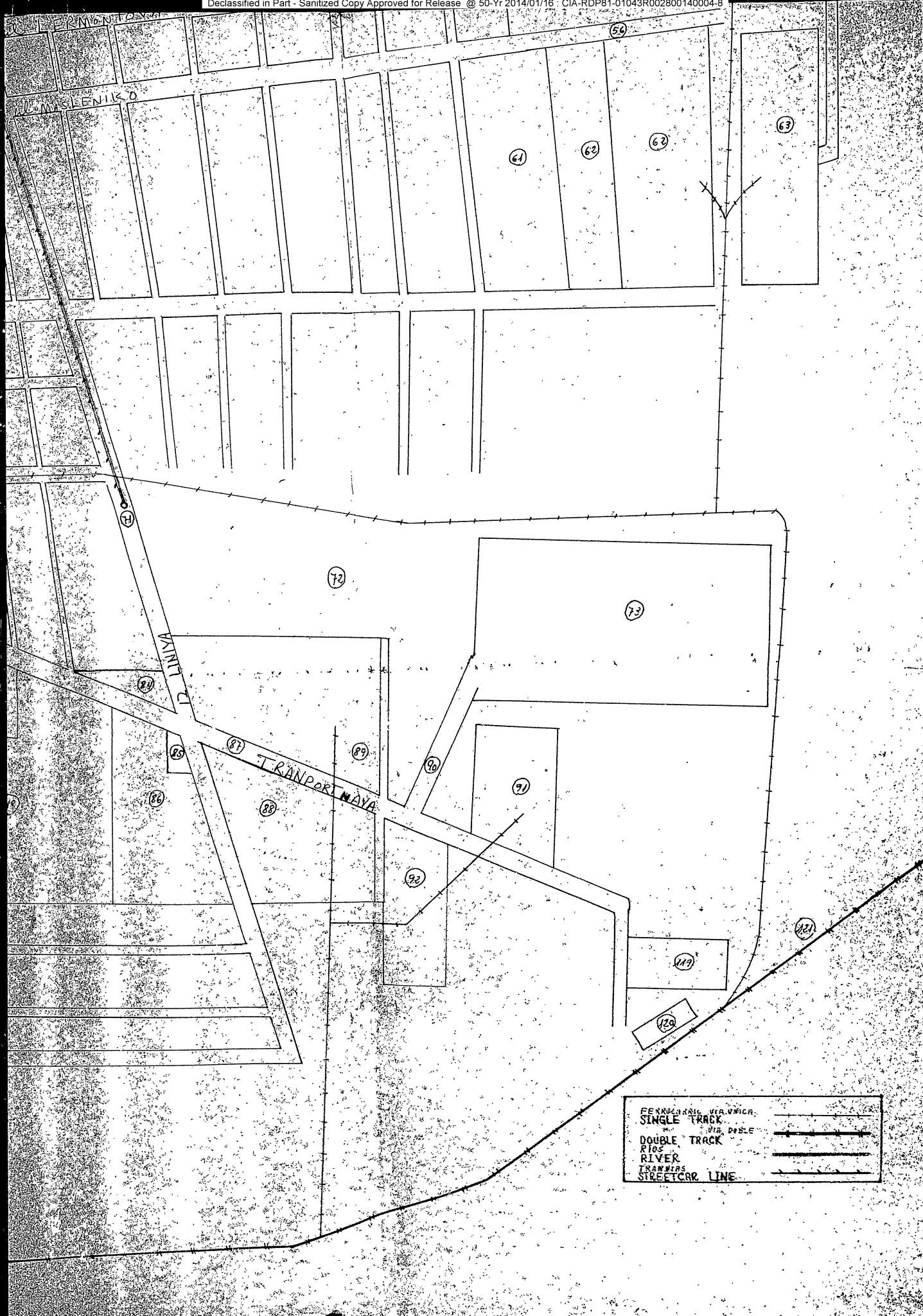
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113. Infantry quarters and tank school.
114. Unidentified area adjacent to the tank school.
115. Secret military storehouse surrounded by wire fences and guarded by MVD forces. A railroad siding entered the enclosure.
116. Ugolnaya ulitsa.
117. An area devoid of buildings.
118. Army coal and firewood dumps.
119. Plant manufacturing some special unidentified material used in making rubber.
120. Railroad station.
121. Moscow-Vladivostok railroad line.

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20 L.P.K.K.

ERNST FON

2. MASLENIKO

MOSKOVSKAYA ul.

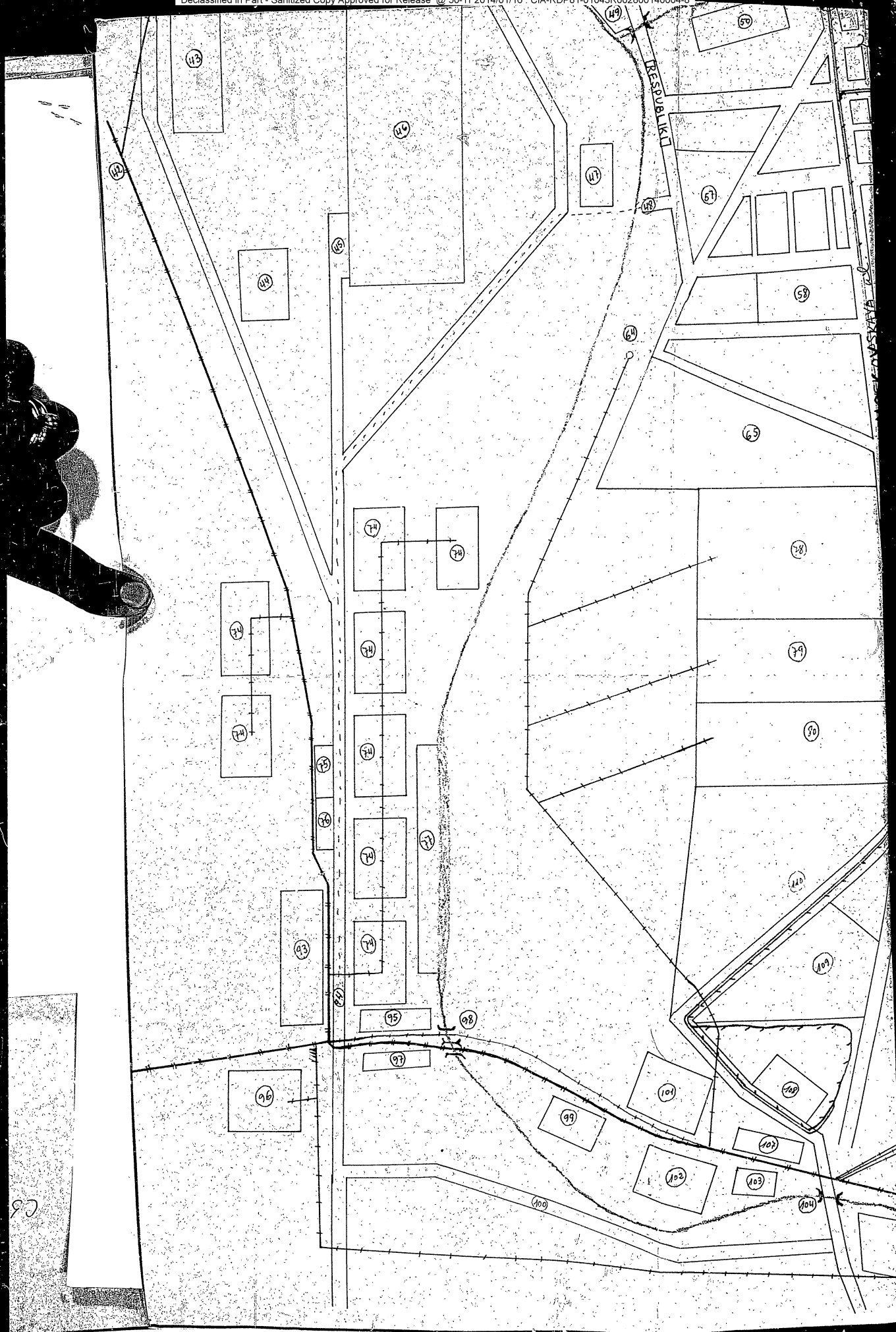
UGOLNAYA ul.

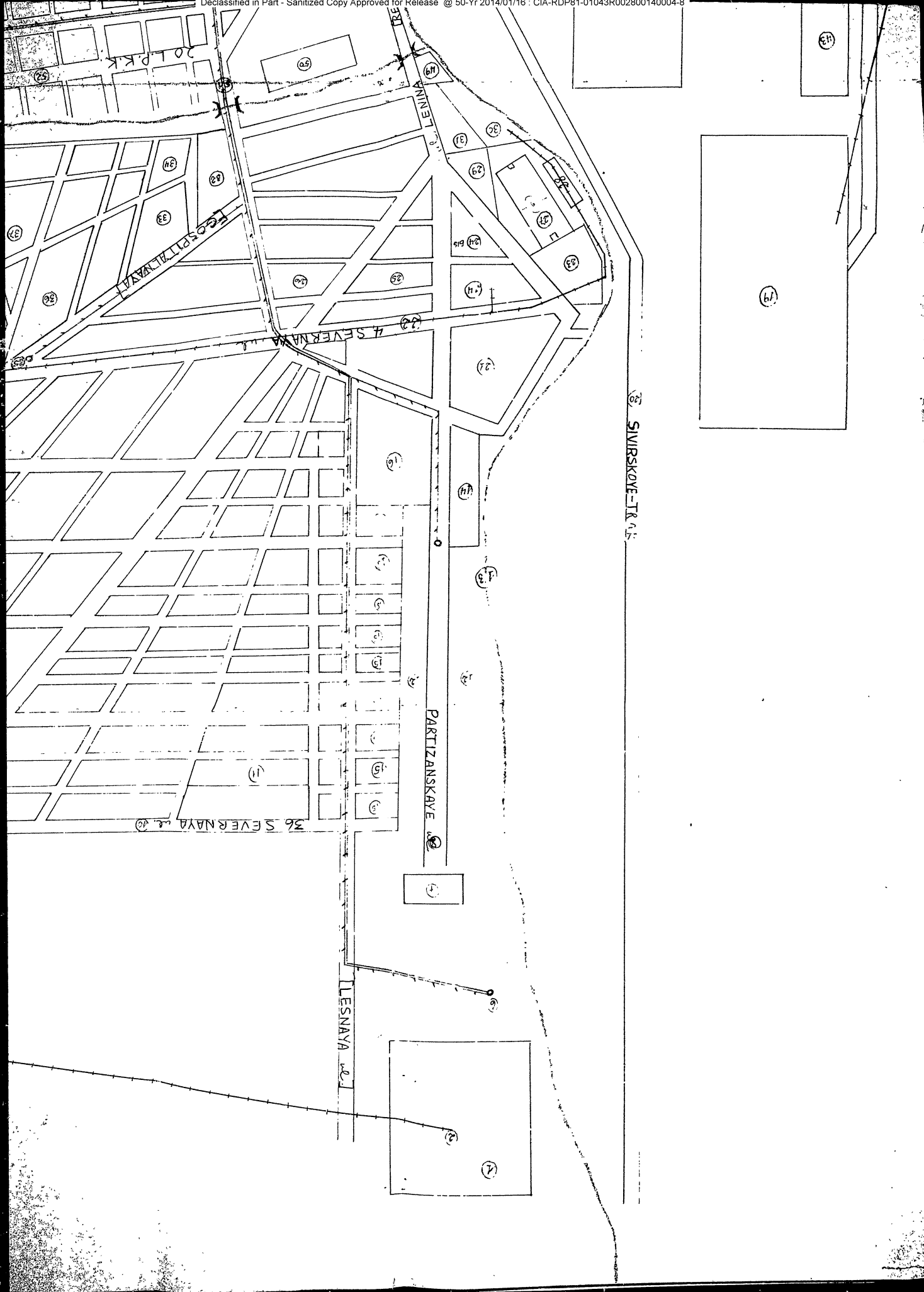
UL. LITVA



SECRET

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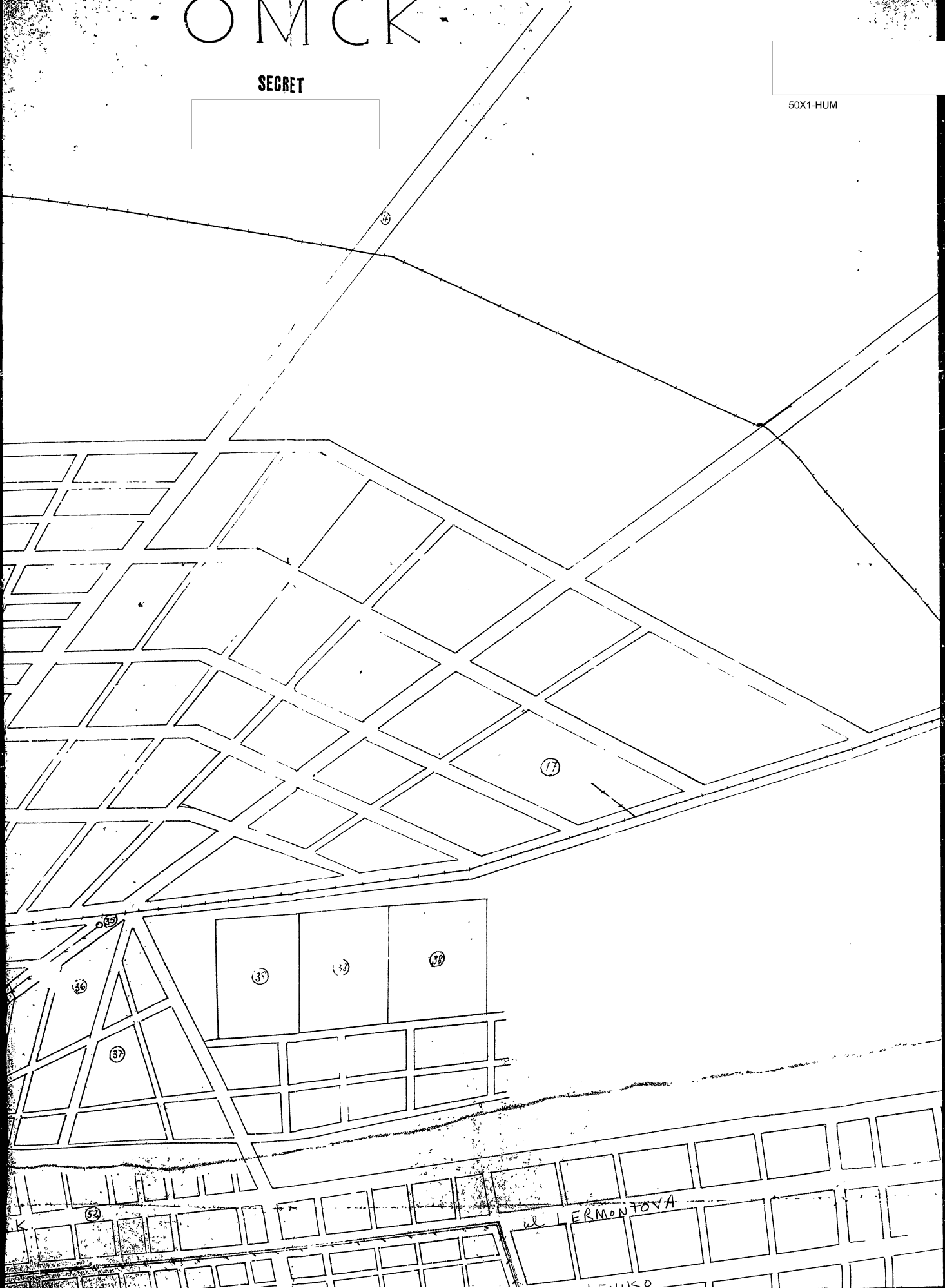


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